

VERMONT AGENCY OF TRANSPORTATION



PUBLIC TRANSIT ROUTE PERFORMANCE REVIEWS

ANNUAL REPORT FOR STATE FISCAL YEAR 2010

TO THE VERMONT LEGISLATURE GENERAL ASSEMBLY

PURSUANT TO 24 V.S.A. SECTION 5092

FEBRUARY 7, 2011

INTRODUCTION

This report is produced annually by the Public Transit Section of the VTrans Operations Division. The report is developed in accordance with the methodology and guidance provided in the Vermont Public Transit Policy Plan (PTPP). VTrans hired Steadman Hill Consulting, a transportation consulting firm specializing in public transit, to collect and analyze the data, and produce the graphs.

METHODOLOGY

The Annual Performance Report for public transportation providers for FY2010 was prepared using the revised method from FY2009. Last year, the method that had been developed in the 2007 Public Transportation Policy Plan was updated to include newly-available data from the Rural National Transit Database (NTD). Also, standards for Commuter routes were based on an internal Vermont average, rather than the small set of PTPP peer agencies.

Steadman Hill Consulting received the Report Year 2009 data set from the Federal Transit Administration. These data were checked for reasonableness and processed to produce the desired peer averages by service type. Cost data from 2009 was not adjusted to represent 2010 dollars because of the low rate of inflation over the past year.

SERVICE CATEGORIES & DEFINITIONS

Definitions of the service categories are as follows. It is important to note these are not hard and fast definitions; some routes or services may exhibit characteristics of more than one category. Routes are assigned to the category in which they best fit.

- 1) Urban – routes operating primarily in an urbanized area with all-day, year-round service. The city served by the route has a population of at least 17,500 people and high-density development.
- 2) Small Town – routes operating in towns with 7,500 to 17,500 people with all-day, year-round service. The route typically stays within one town or two adjoining towns, but does not run through long stretches of rural areas.
- 3) Rural – routes operating in towns with fewer than 7,500 people or connecting two small towns running through undeveloped areas. These routes operated year-round with all-day service, but the frequency may be low (more than one hour between trips).
- 4) Demand Response – service does not operate on a fixed schedule nor on a fixed route
- 5) Tourism – seasonal services that are keyed to a specific trip generator, such as a ski area
- 6) Commuter – routes defined as operating primarily during peak periods and often including express segments
- 7) Volunteer Driver – program that is operated with volunteer drivers using their own vehicles. Drivers are reimbursed for mileage at the federal rate but donate their time

PERFORMANCE THRESHOLDS

The table below provides a comparison of the thresholds used in 2009 with the thresholds for 2010. The graphs provided separately show which routes do and do not meet the thresholds in the various categories.

“Successful” Thresholds for 2009 and 2010

Category	2009 Productivity	2010 Productivity	2009 Cost per Pass.	2010 Cost per Pass.
Urban	1.76 pass/mi	1.74 pass/mi	\$3.60	\$3.89
Small Town	10.0 pass/hr	10.4 pass/hr	\$5.98	\$5.76
Rural	4.80 pass/hr	5.32 pass/hr	\$14.50	\$14.34
Demand Response	3.84 pass/hr	3.66 pass/hr	\$14.16	\$14.38
Tourism	14.4 pass/hr	13.5 pass/hr	\$5.02	\$5.25
Commuter	13.1 pass/trip	9.6 pass/trip	\$9.21	\$15.75
Volunteer Driver	N/A	N/A	\$3.03	\$3.37

The only service category that had a significant shift in its “successful” thresholds was the Commuter category. Four new commuter routes were initiated in FY2010, and, as is typical of new services, the productivity of these routes was well below that of the more established routes. These new routes, plus moderate ridership drops on some of the established routes (due likely to falling gasoline prices and the poor economy) pulled down the statewide average productivity significantly and raised the cost per passenger.

Among the other service categories, standards became slightly “easier” for demand response, tourism and urban services, and slightly “tougher” for rural and small town services. The administrative cost per volunteer driver trip went up slightly for most providers, raising the statewide average.

PERFORMANCE GRAPHS

The graphs on the following pages illustrate the performance measures by route and services operated by Vermont’s public transportation providers and their subcontracted agencies. The data used for the graphs was generated from FY2010 service indicator reports as submitted by the providers to VTrans.

For any routes that are underperforming, i.e. not meeting acceptable cost and/or ridership thresholds for two consecutive years, VTrans and the identified public transportation agency will work together to try to increase ridership through marketing efforts, route modifications, and other appropriate means. If these efforts fail, funding for the underperforming route will be discontinued and used to fund an identified unmet route need in that provider's region, or elsewhere in Vermont.

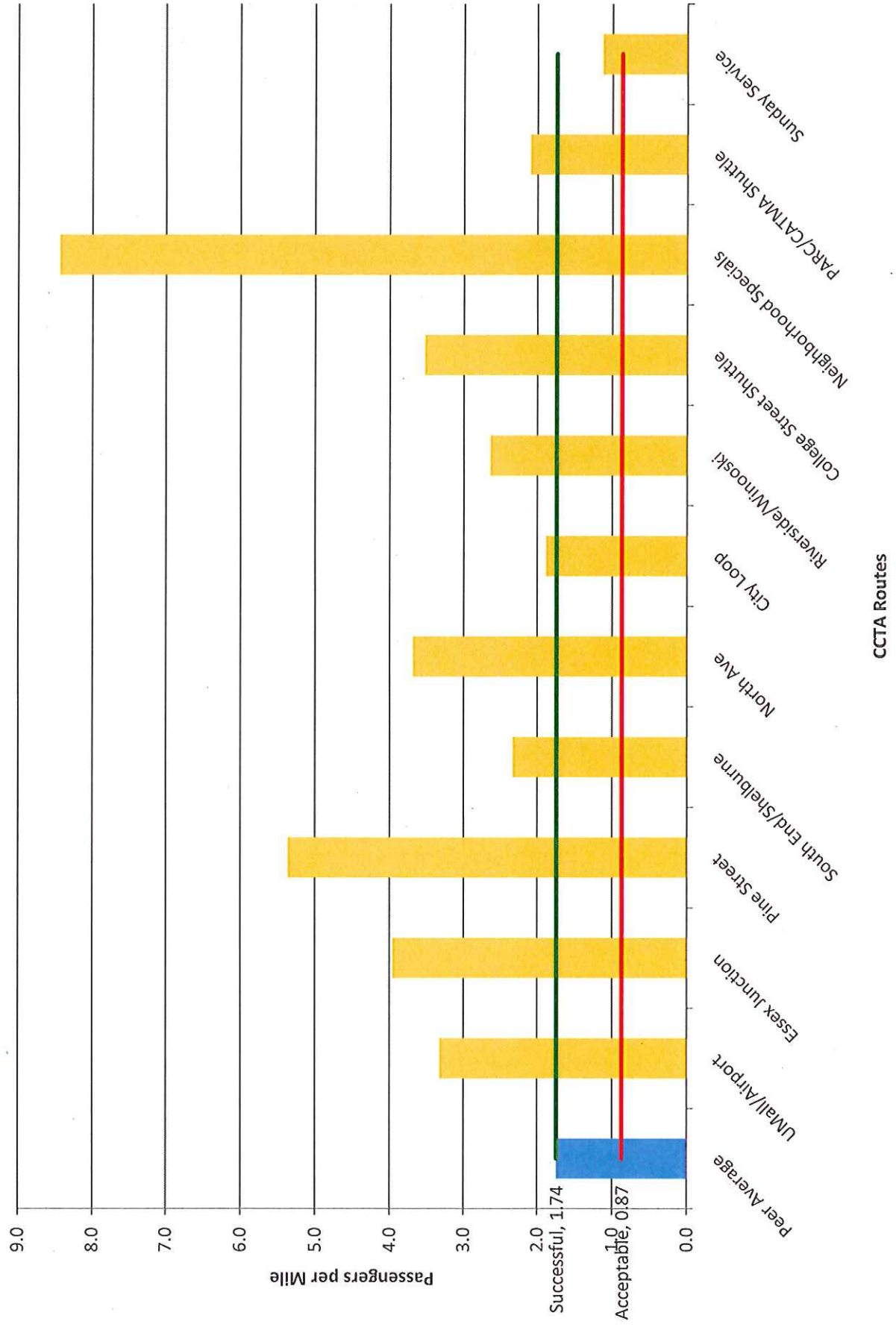
Individual routes labeled as "CMAQ Y1, Y2, or Y3" are "new start" routes that are in their three-year demonstration period. Routes that successfully complete this demonstration period and become routes meeting their performance thresholds for their respective service category are considered for continuation as part of the ongoing public transit operations budget.

KEY

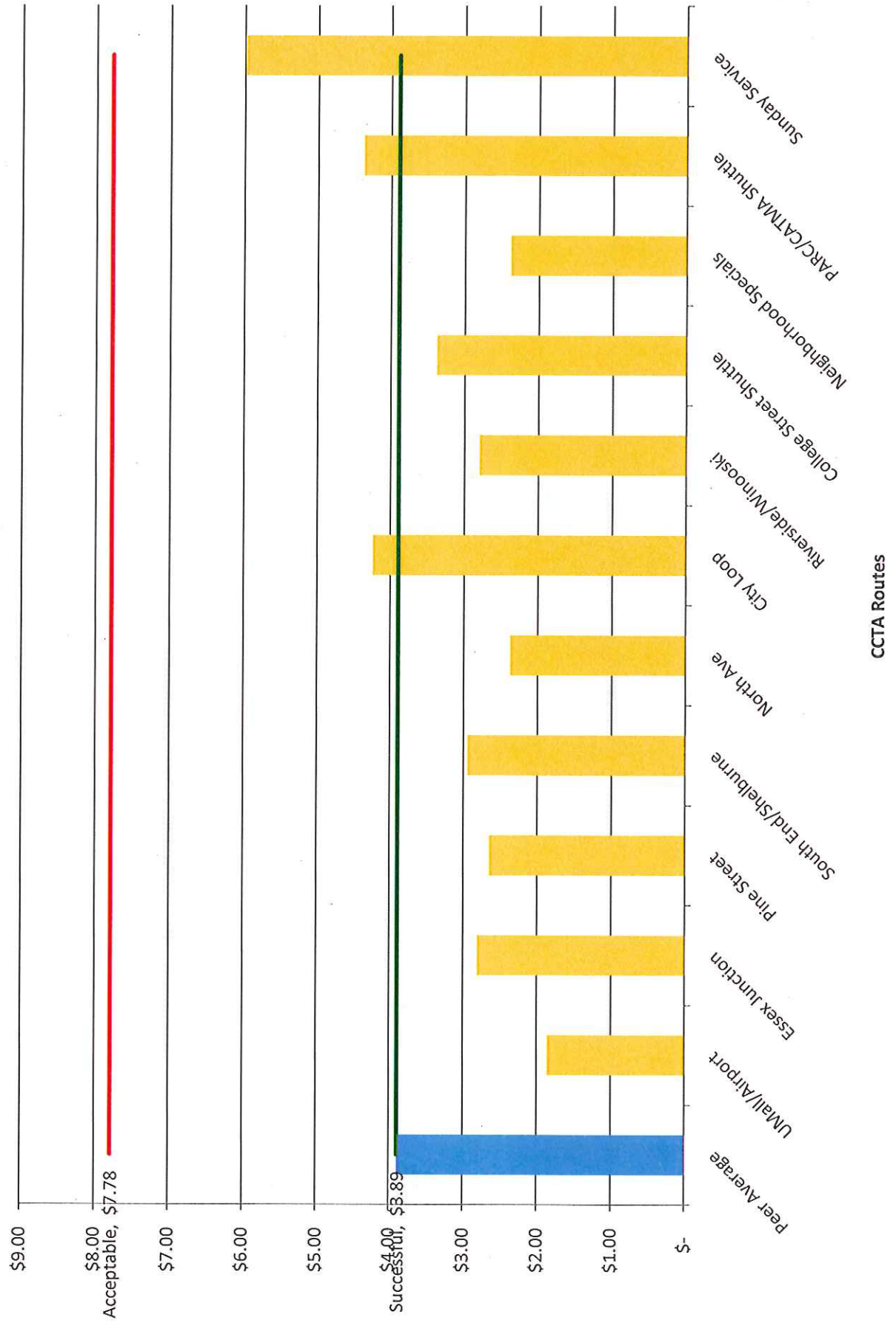
ACTR – Addison County Transportation Resources	GMTA – Green Mountain Transit Agency
AT – Advance Transit	MVRTD – Marble Valley Regional Transit District
Brattleboro – Town of Brattleboro	CCTA – Chittenden County Transportation Authority
RCT – Rural Community Transportation	CRT – Connecticut River Transit d.b.a. The Current
STSI – Stagecoach Transportation Service, Inc.	DVTA – Deerfield Valley Transit Association
GMCN – Green Mountain Community Network	VABVI – VT Assoc. for the Blind & Visually Impaired

SFY2010 ROUTE PERFORMANCE GRAPHS

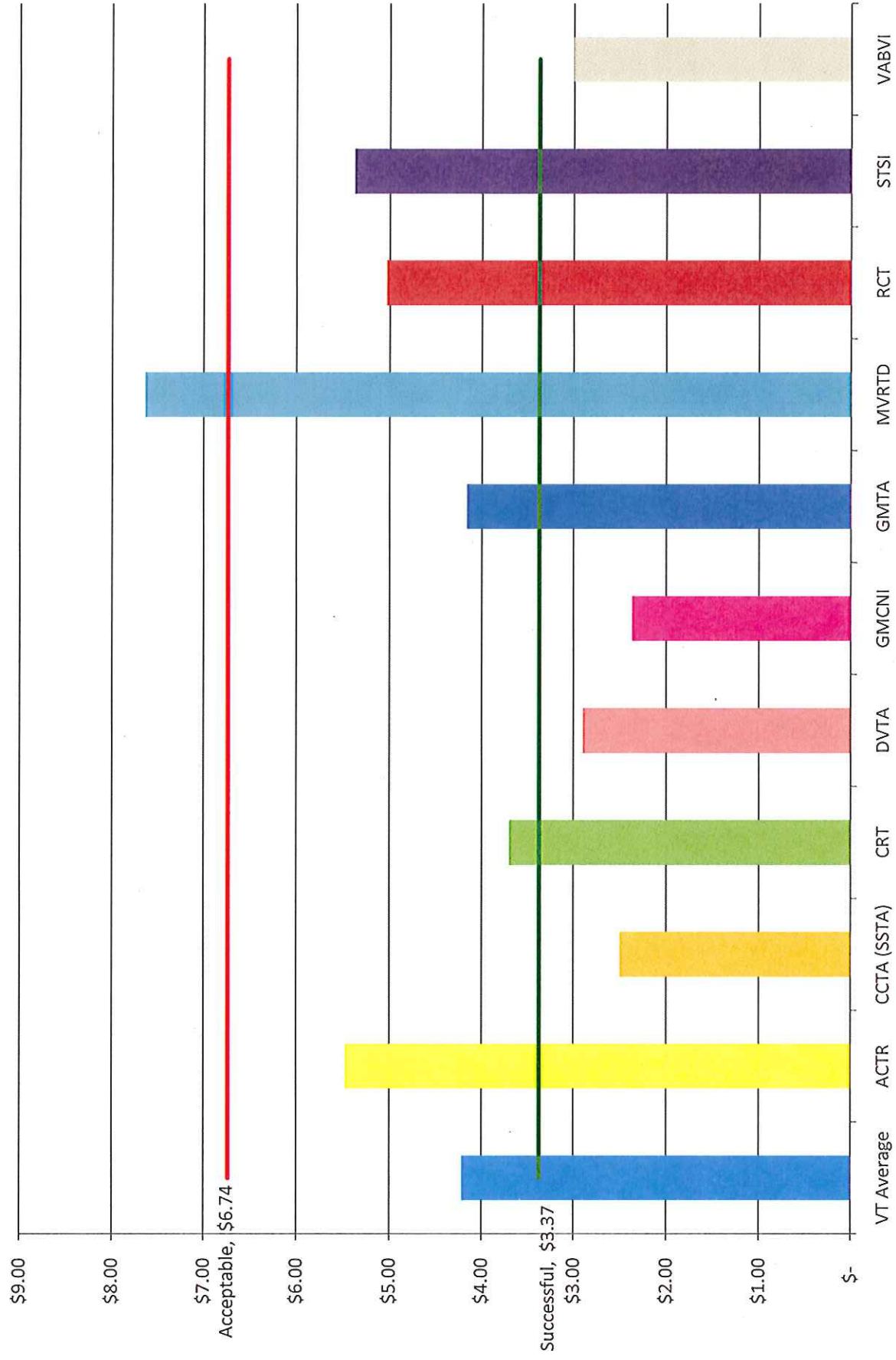
2010 Urban Boardings per Mile



2010 Urban Cost per Passenger

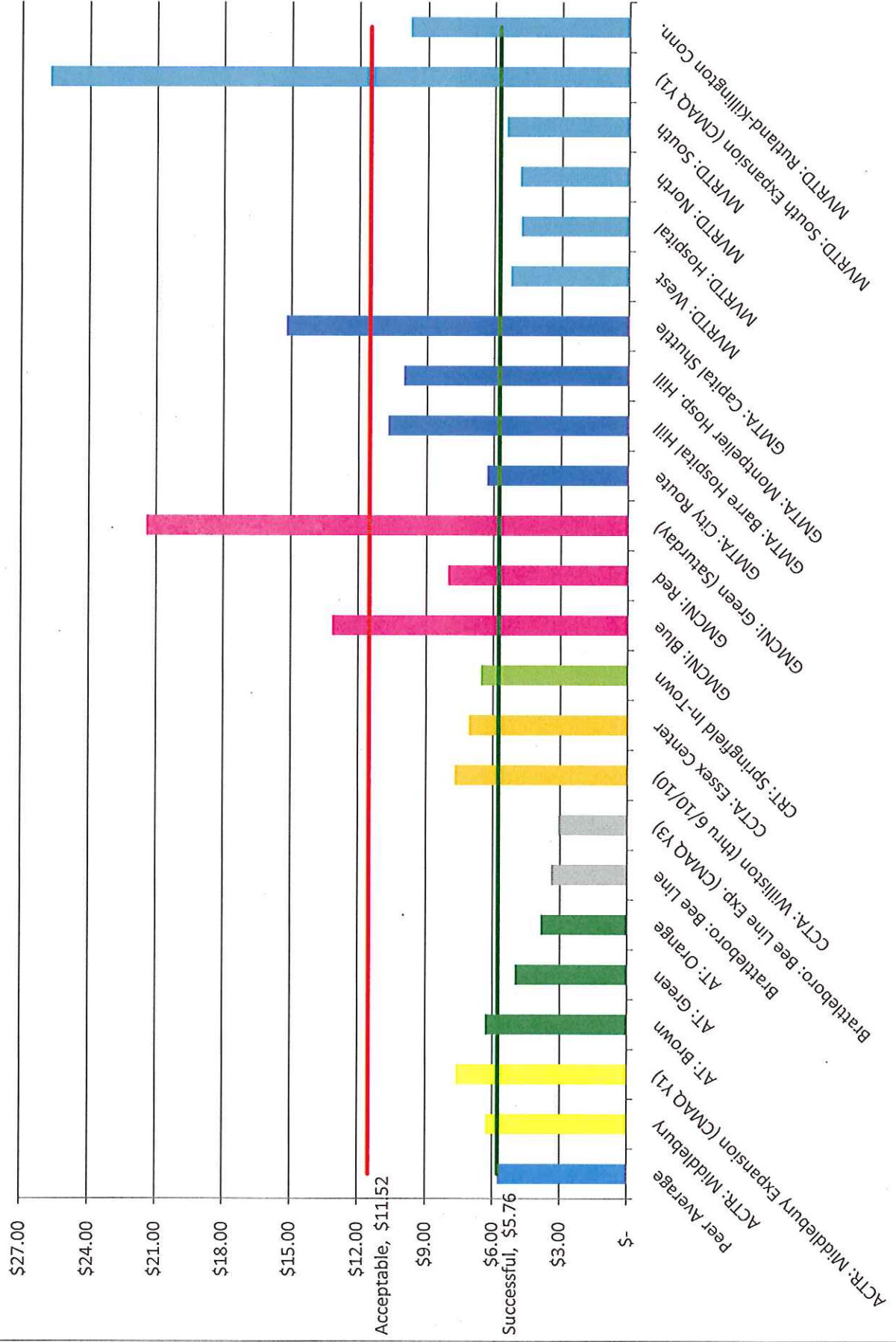


2010 Administrative Cost per Volunteer Trip

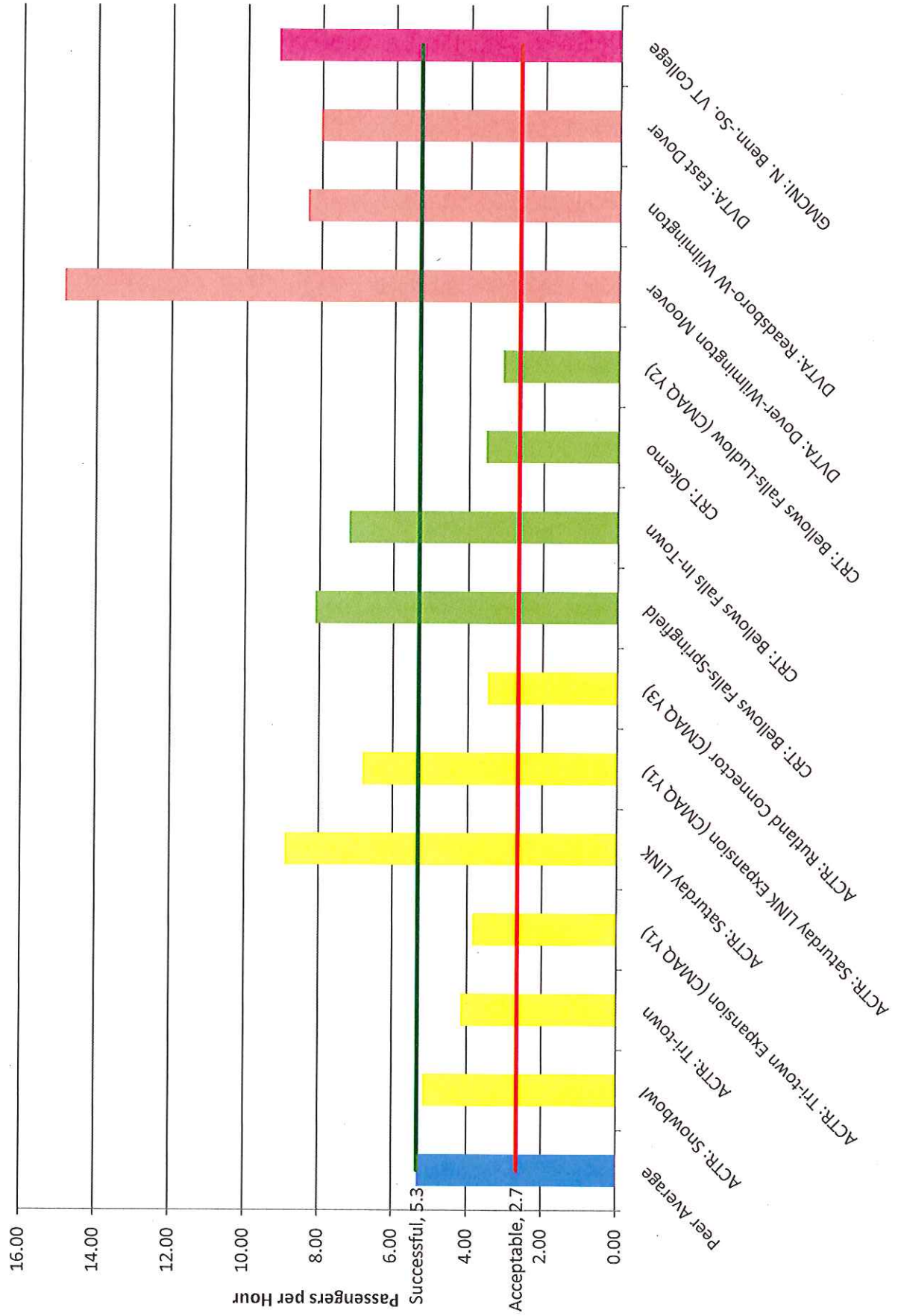


Service	Passengers per Hour (Approx.)
Peer Average	10.4
ACTR: Middlebury Expansion (CMAQ Y1)	5.5
ACTR: Middlebury	6.5
AT: Brown	5.5
AT: Green	17.5
AT: Orange	18.5
Brattleboro: Bee Line Exp. (CMAQ Y3)	25.0
CCTA: Williston (thru 6/10/10)	11.5
CCTA: Essex Center	11.5
CRT: Springfield In-Town	11.5
GMCNI: Blue	8.5
GMCNI: Green	8.5
GMCNI: Red	3.5
GMTA: City Route	3.5
GMTA: Barre Hospital Hill	11.5
GMTA: Montpelier Hosp. Hill	11.5
GMTA: Capital Shuttle	6.5
MVRTD: West	4.5
MVRTD: Hospital	11.5
MVRTD: North	12.5
MVRTD: South	12.5
MVRTD: South Expansion (CMAQ Y1)	11.5
MVRTD: Rutland-Killington Conn.	1.5

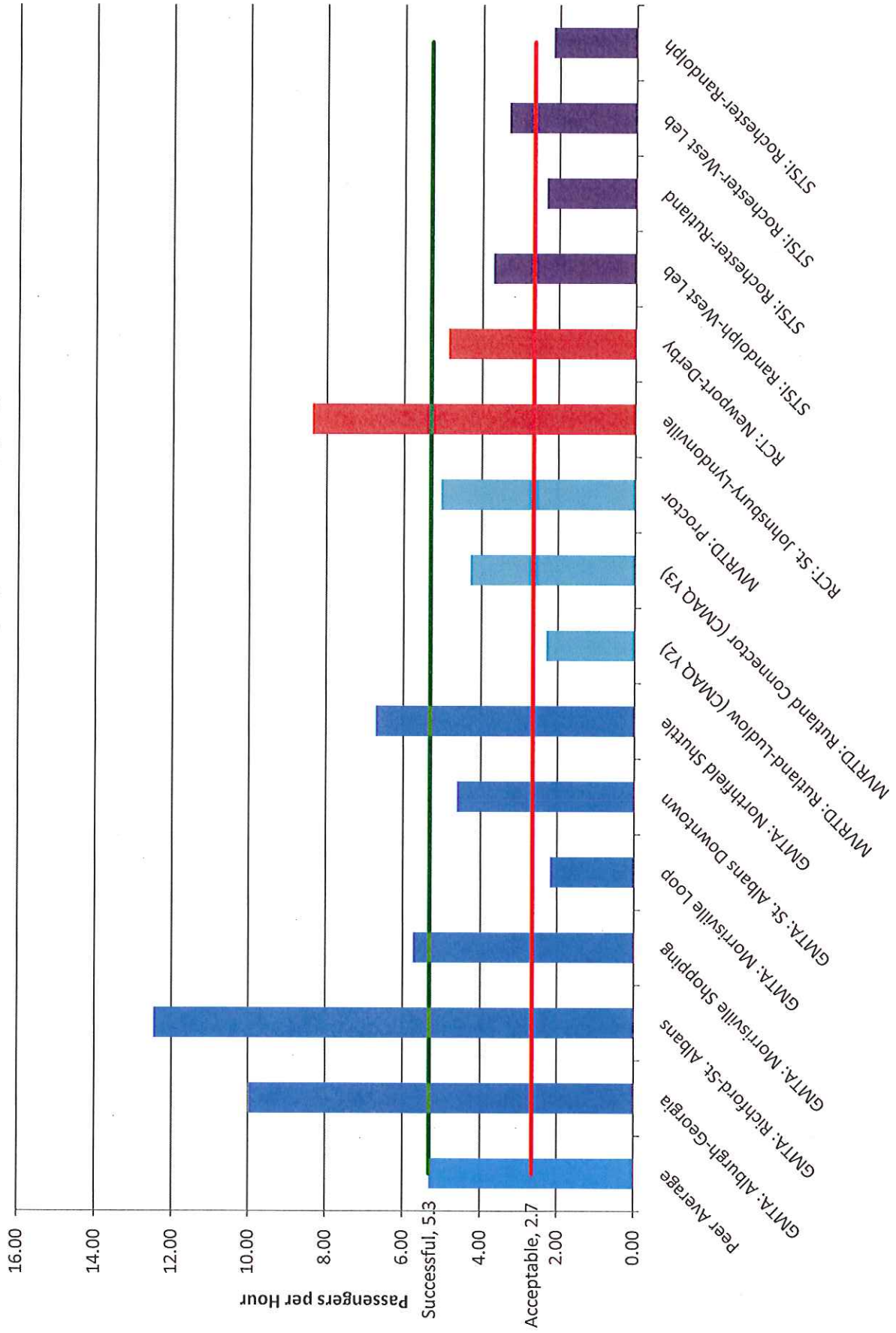
2010 Small Town Cost per Passenger



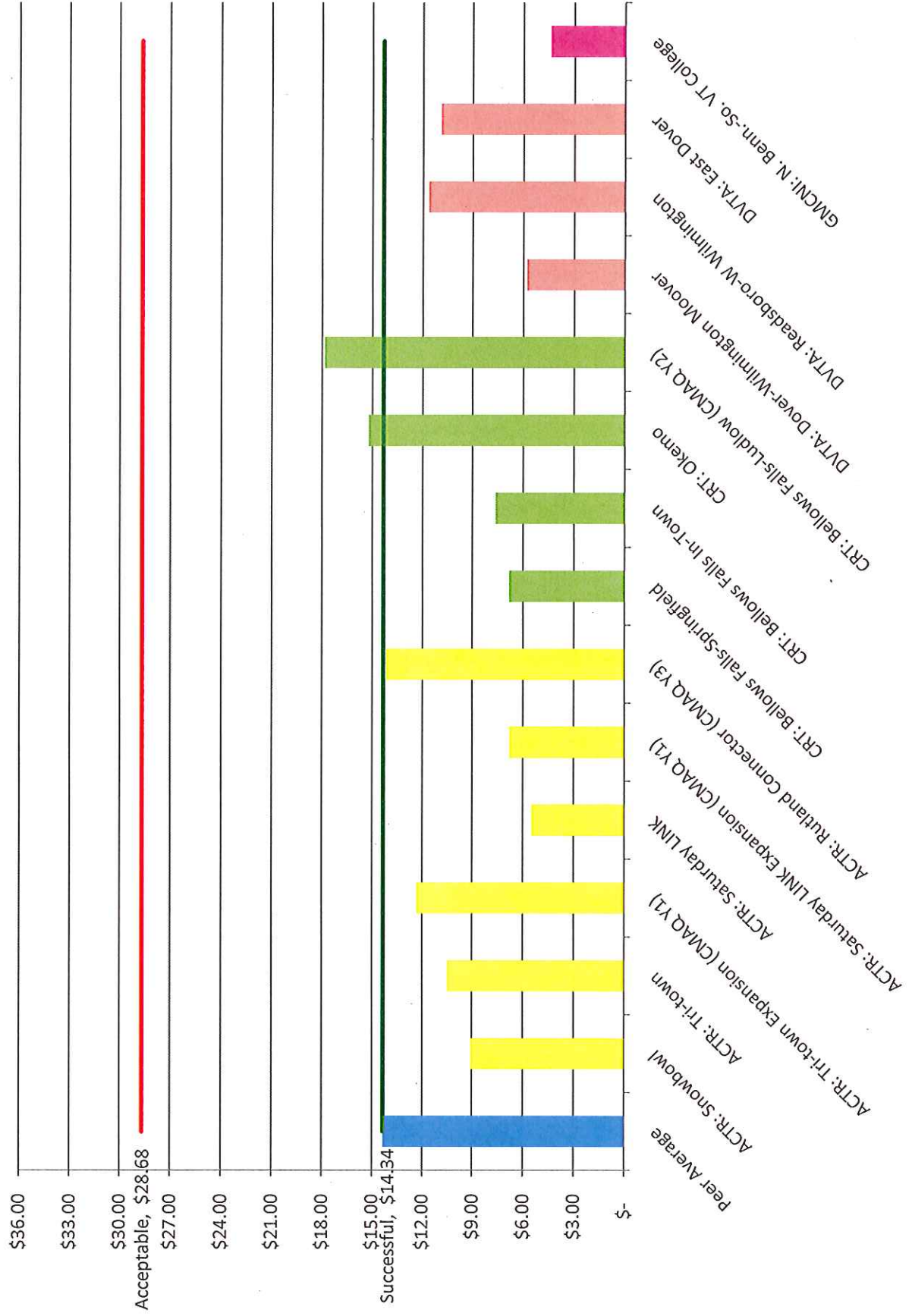
2010 Rural Boardings per Hour, page 1



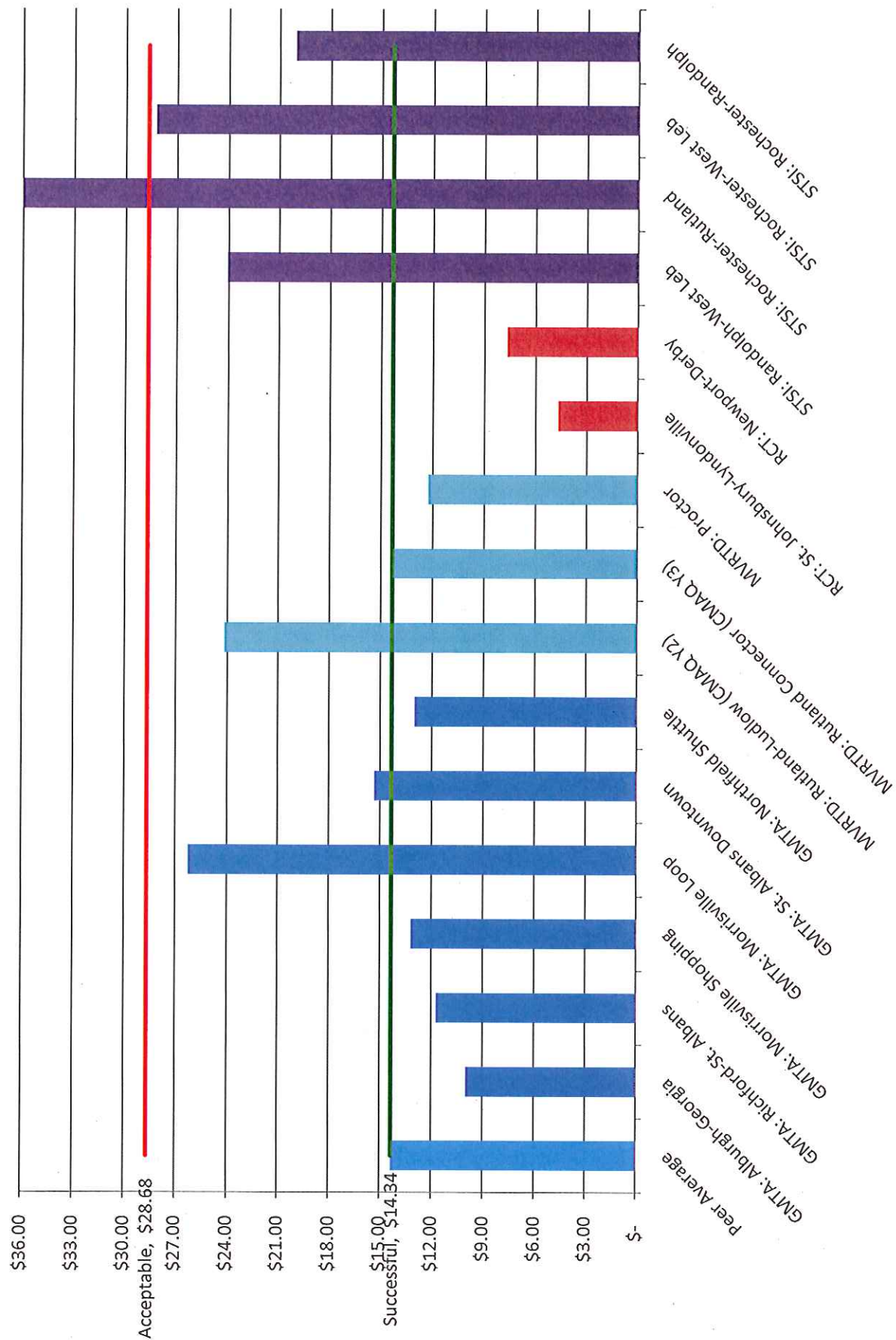
2010 Rural Boardings per Hour, page 2



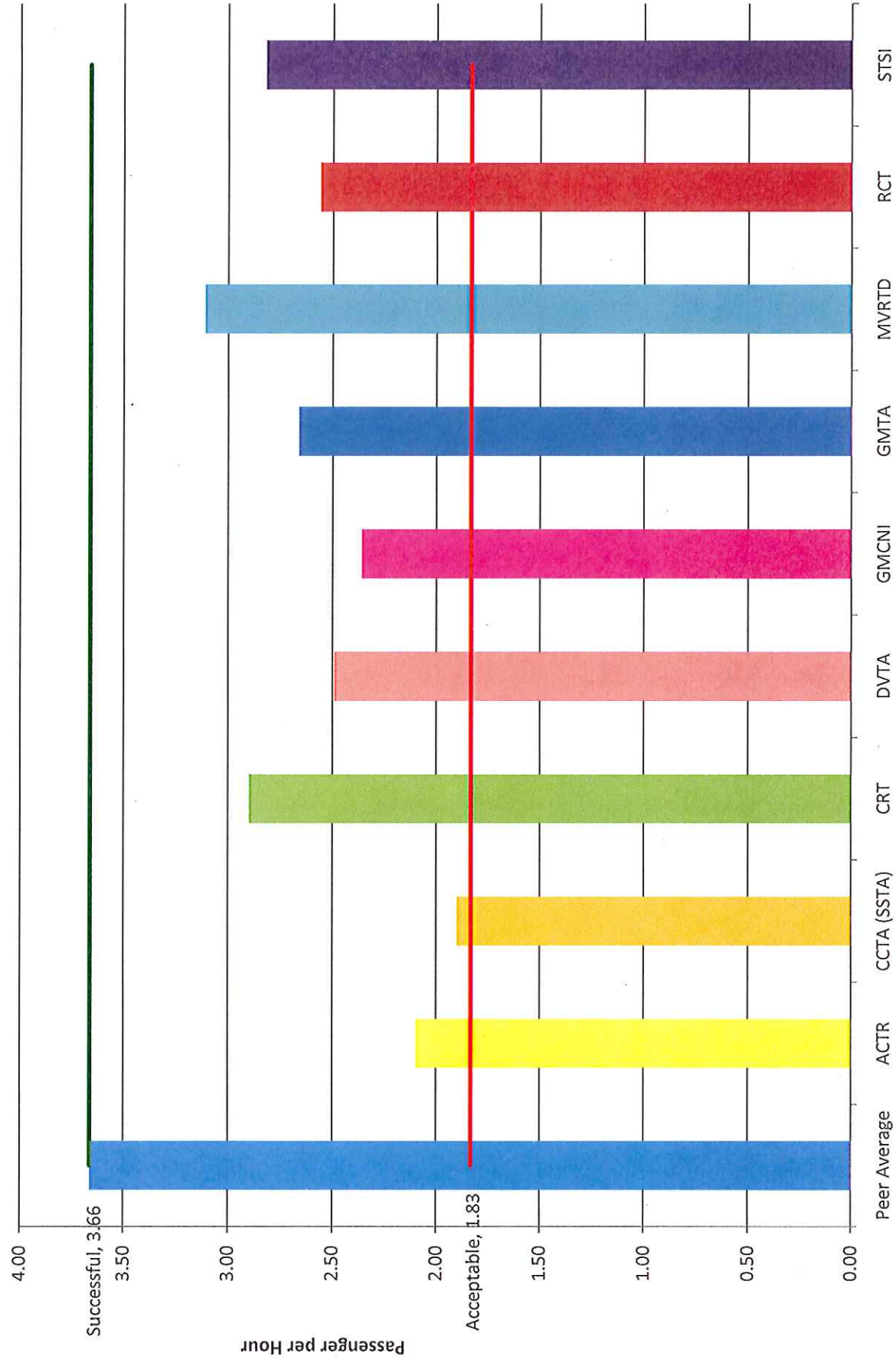
2010 Rural Cost per Passenger, page 1



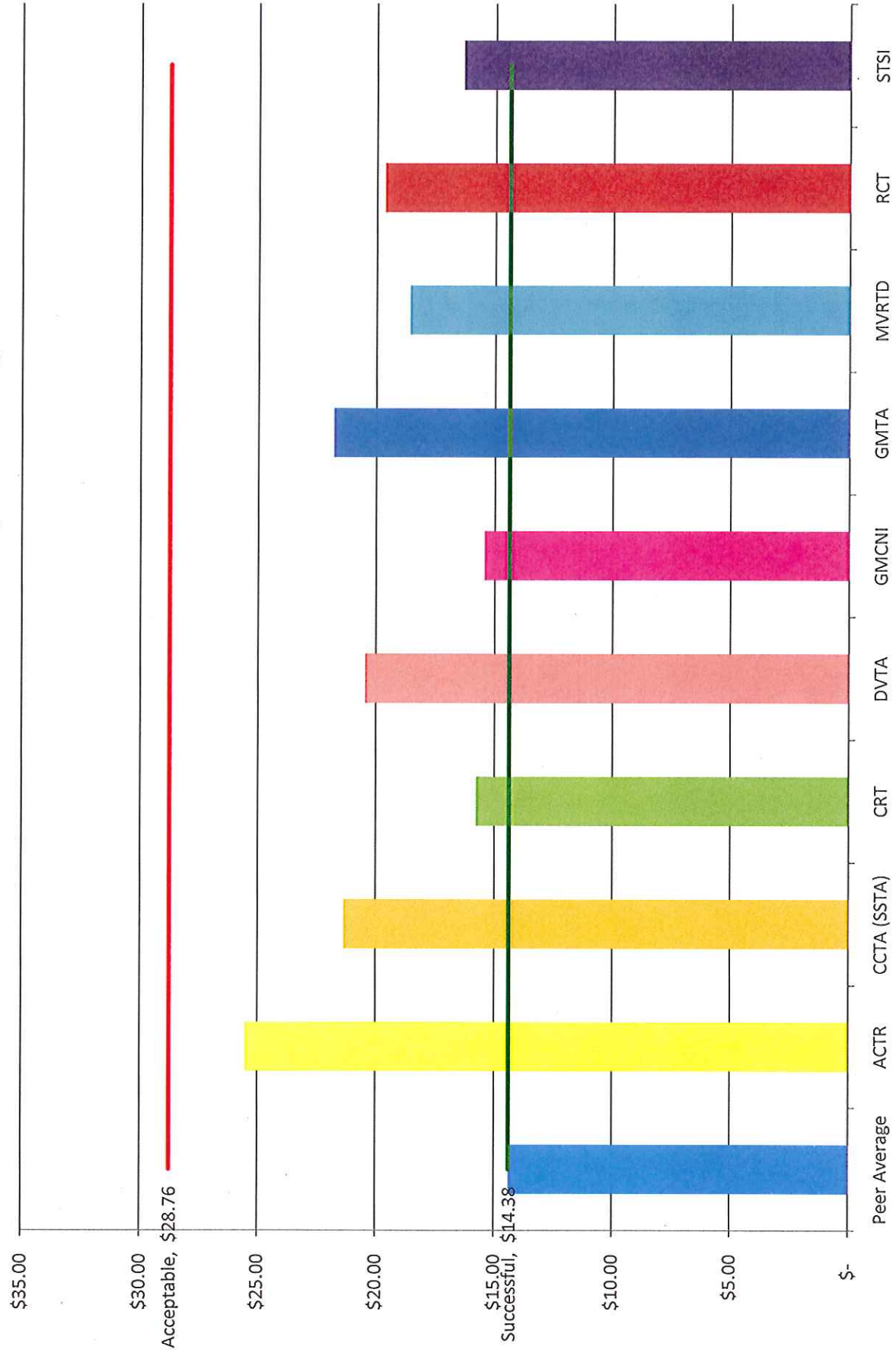
2010 Rural Cost per Passenger, page 2



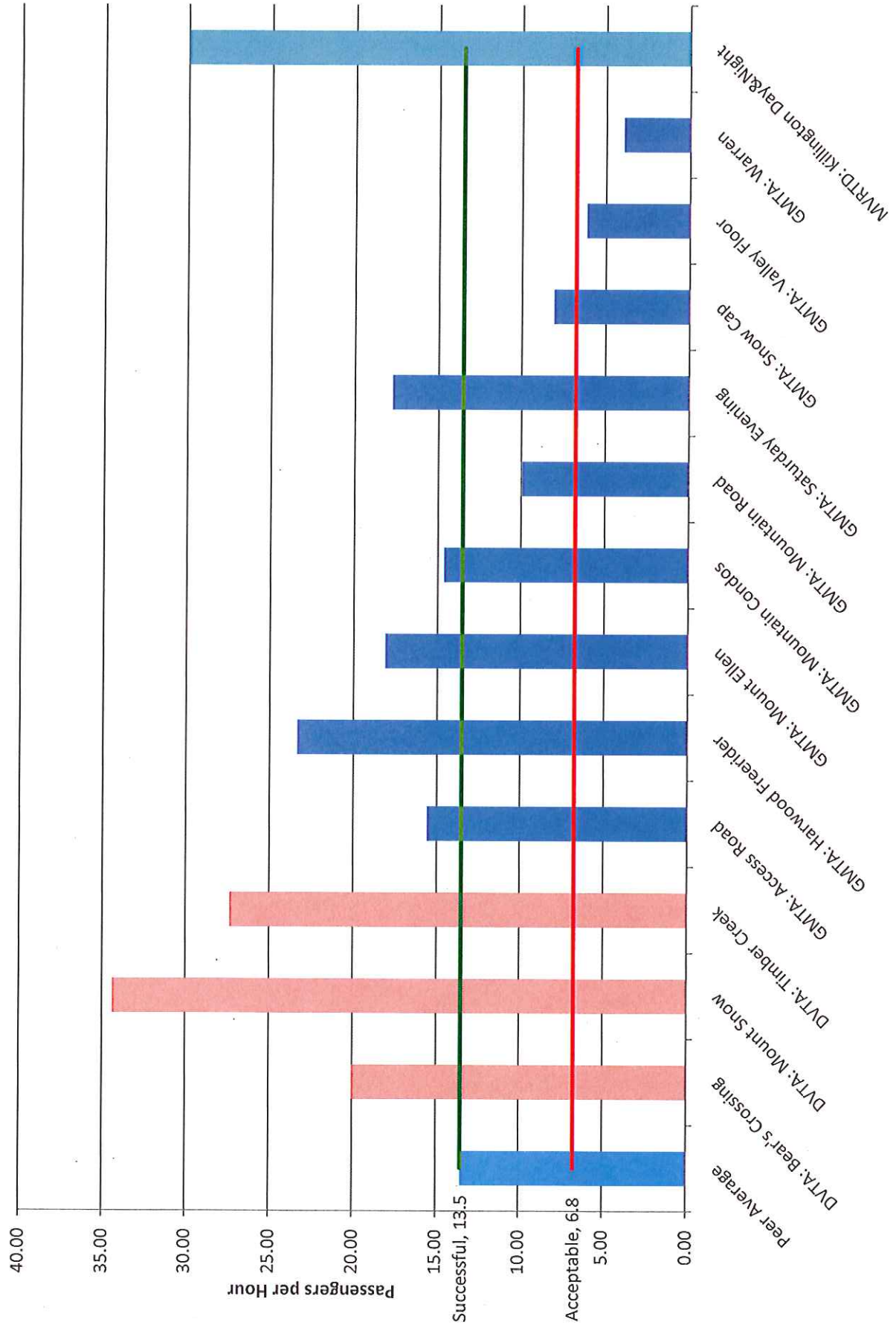
2010 Demand Response Boardings per Hour



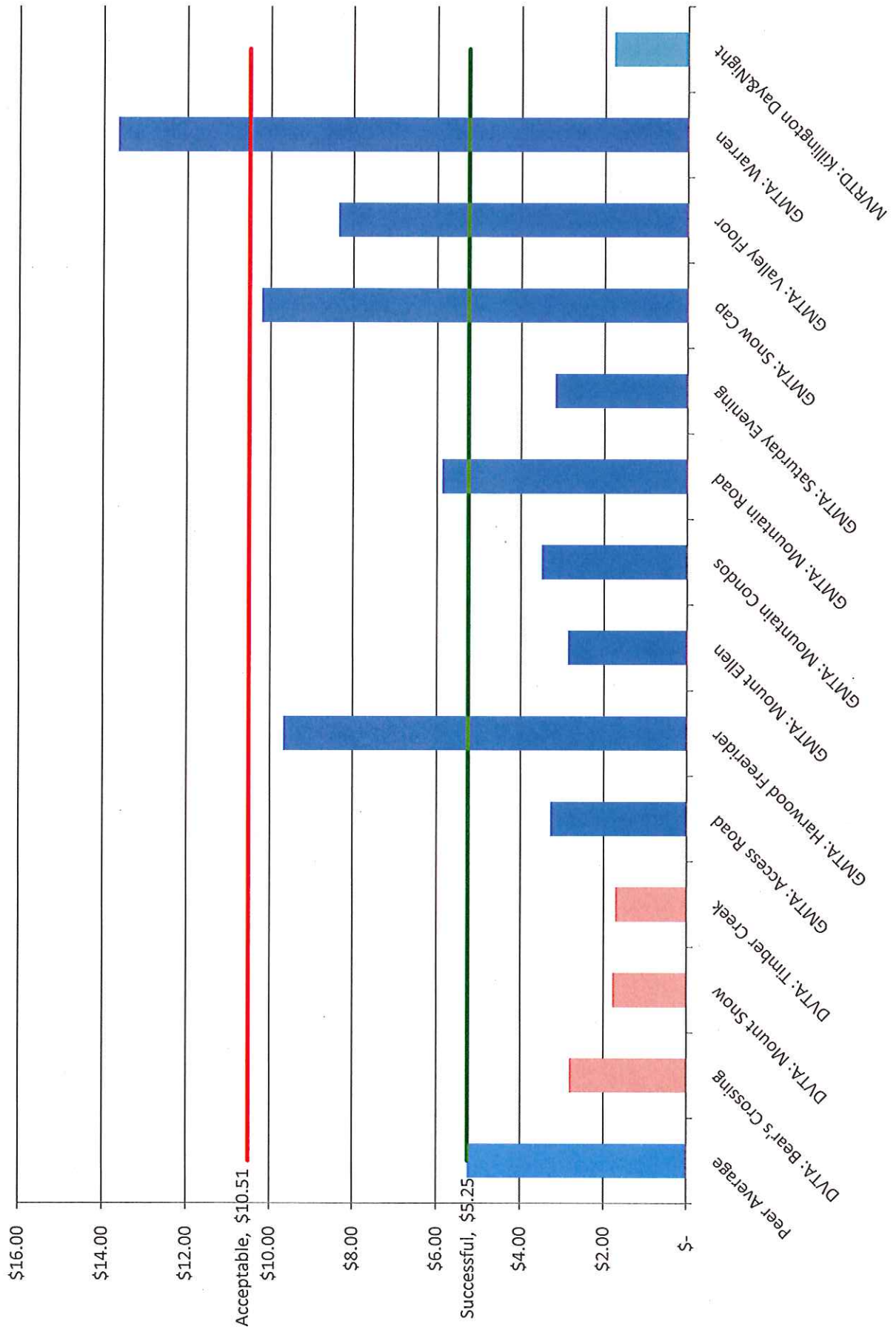
2010 Demand Response Cost per Passenger



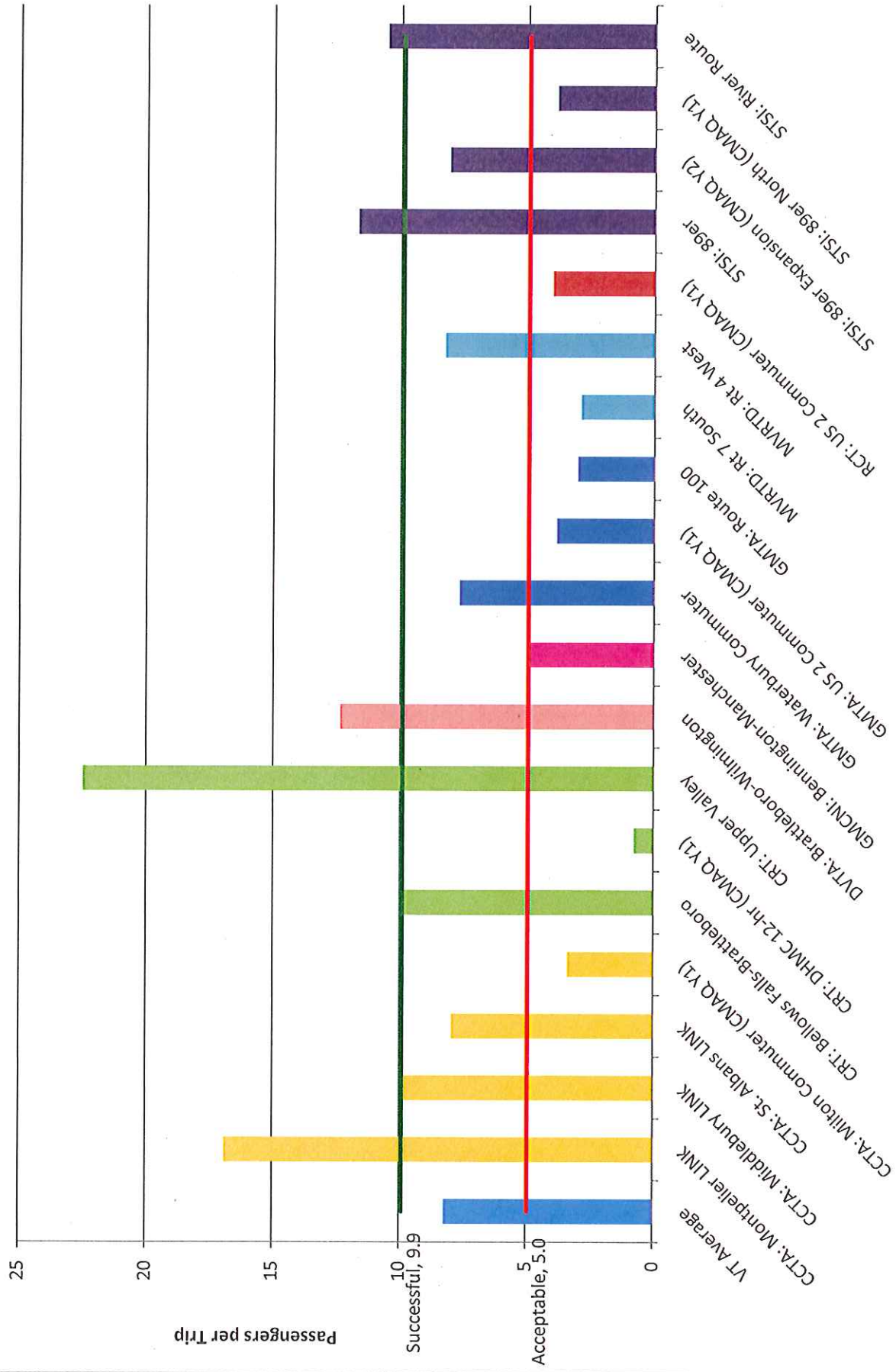
2010 Tourism Boardings per Hour



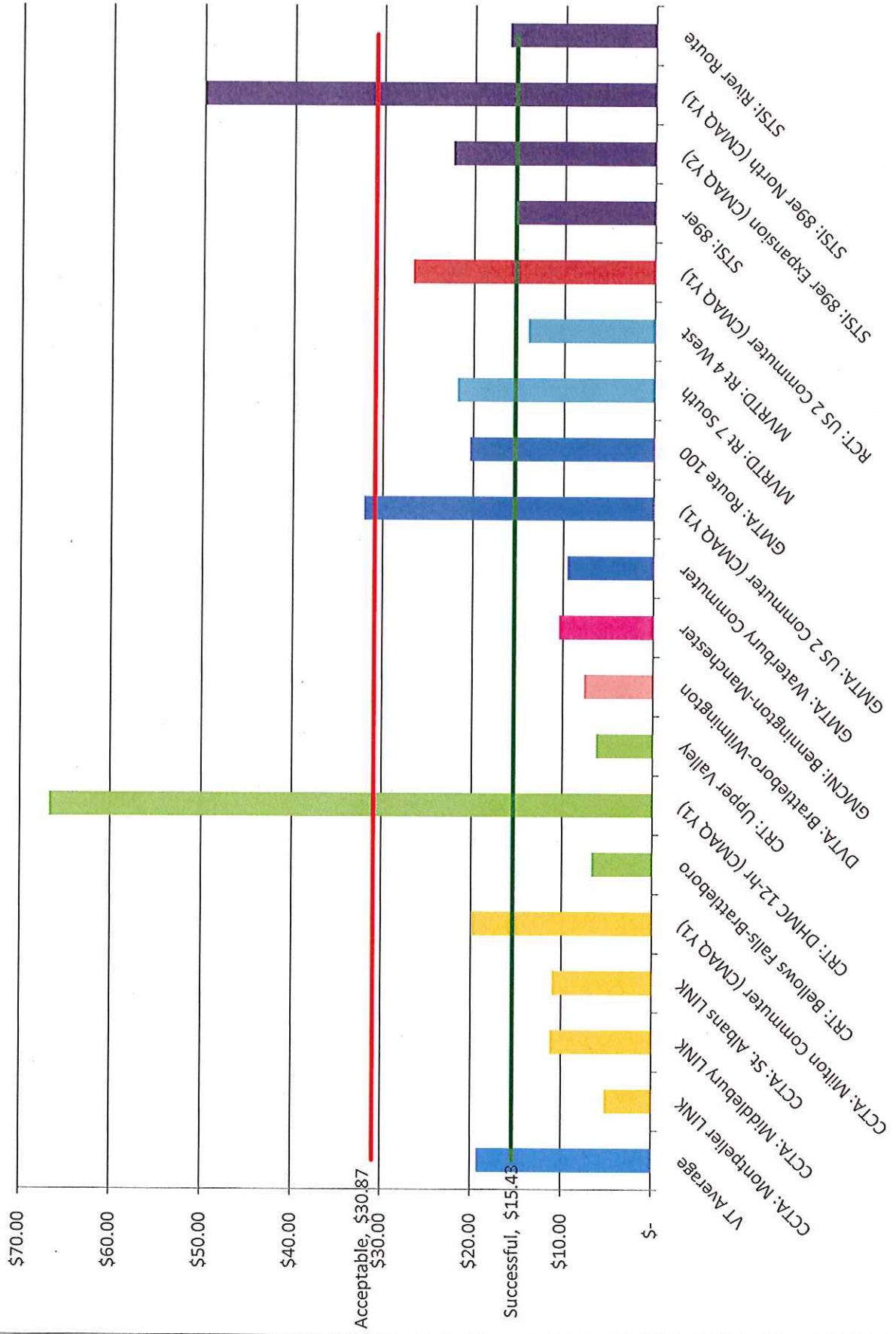
2010 Tourism Cost per Passenger



2010 Commuter Boardings per Trip



2010 Commuter Cost per Passenger



2010 Administrative Cost per Volunteer Trip

